

FIGURES 3-1 THROUGH 3-2o

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3-2j	Manteca
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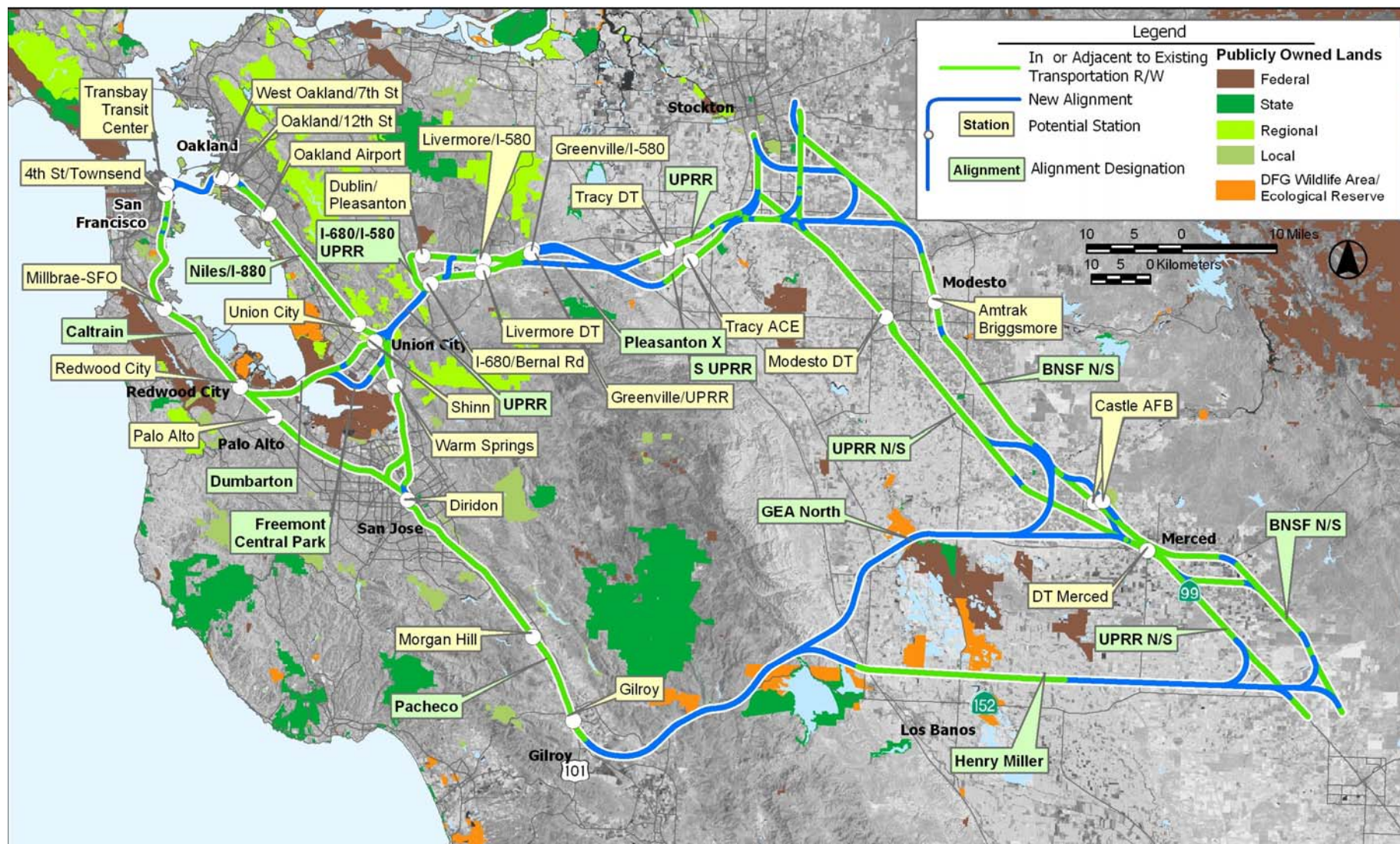
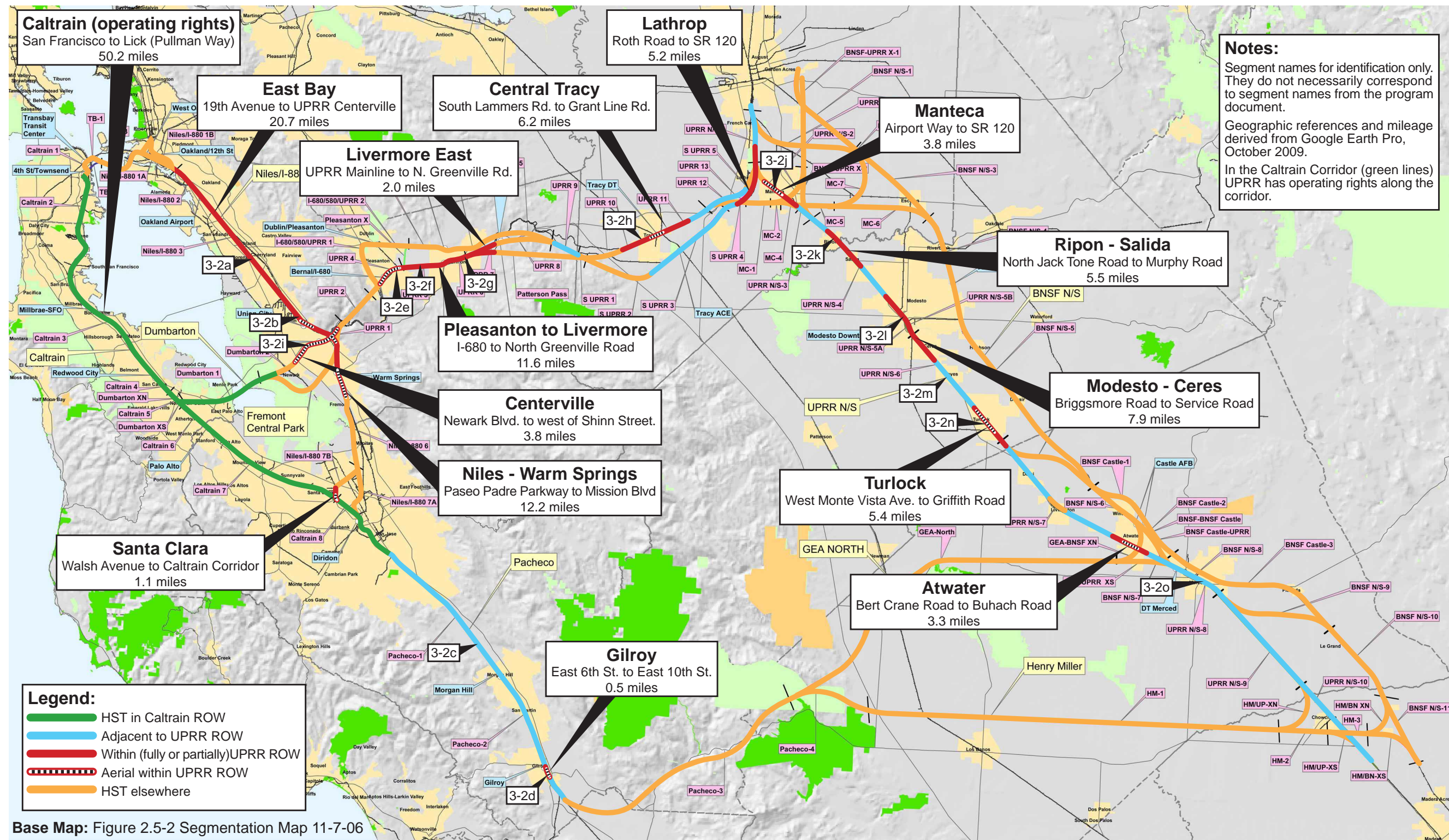


Figure 2.5-4, Relation to Existing Transportation Corridors (May 2008)



Figure 3-1
Relation to Existing Transportation Corridors
Bay Area to Central Valley HST Revised Draft Program EIR Material





Looking north from the east platform at the Hayward Amtrak station.

A Street overcrossing in foreground.

New townhome development immediately to the west (left).

Right-of-way is approximately 100 feet wide north of overcrossing, 80 feet wide to the south.

BA-CV Program Alignment - At Grade east of existing platform and tracks

May 2008 Final Program EIR, Figure NS-S4 (Page 2-E-45)

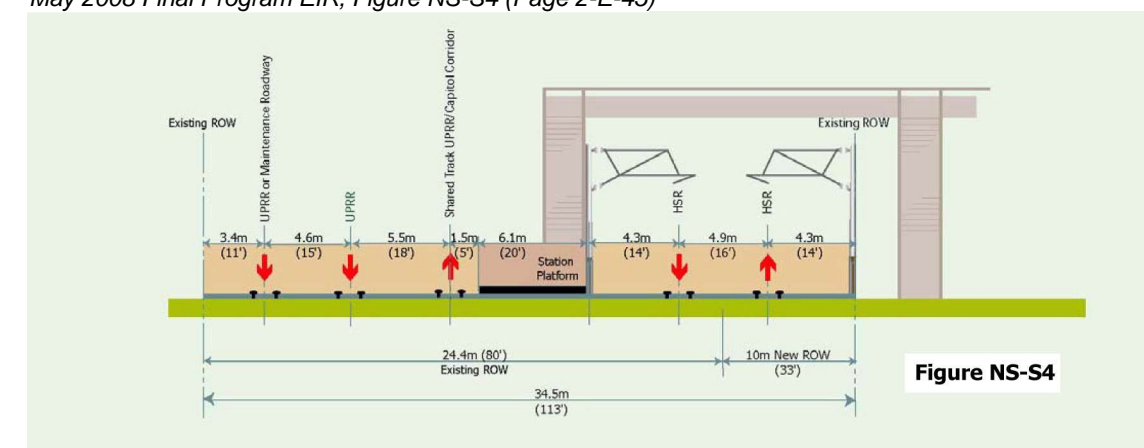
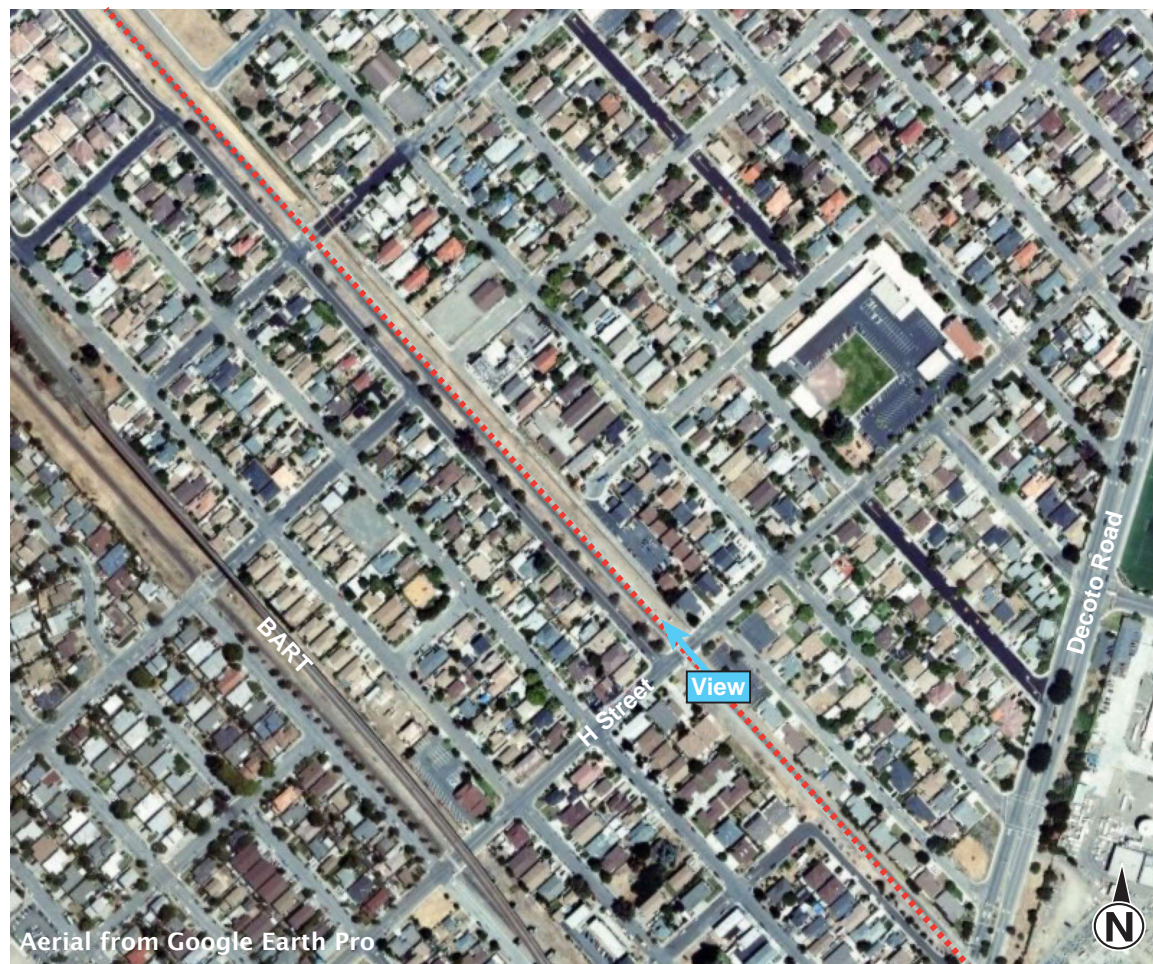


Figure NS-S4



Oakland to San Jose
Niles Subdivision Line to I-880
Hayward Amtrak Station
Page 2-E-45

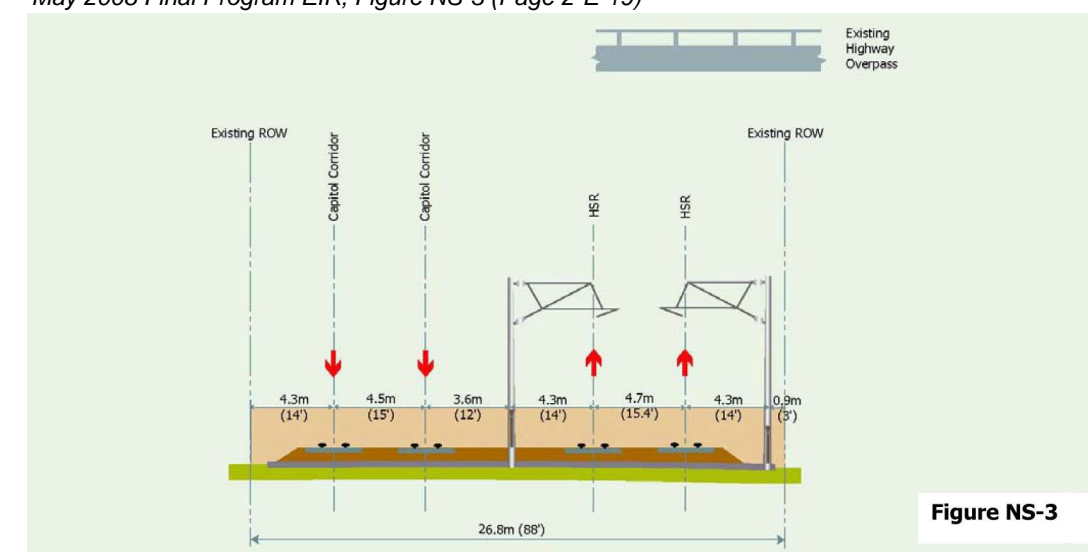


Looking north from the H Street grade crossing in Union City
Right-of way is approximately 80 feet wide.

BA-CV Program Alignment - At grade in existing right-of-way



May 2008 Final Program EIR, Figure NS-3 (Page 2-E-19)

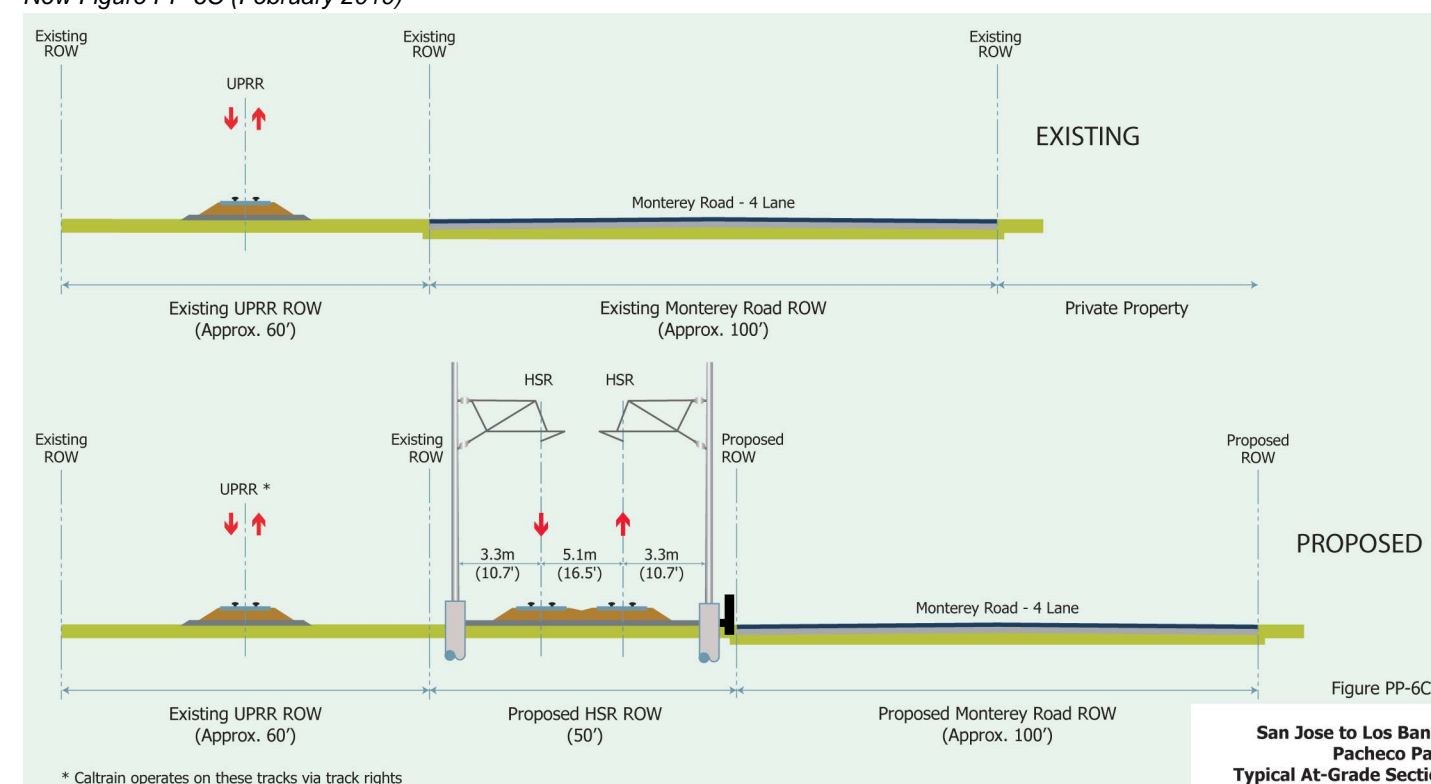


Oakland to San Jose
Niles Subdivision Line to I-880
F Street to BART ACCESS Road
Figure 2-E-19



Note: View above is looking south, section below is looking north.

New Figure PP-6C (February 2010)

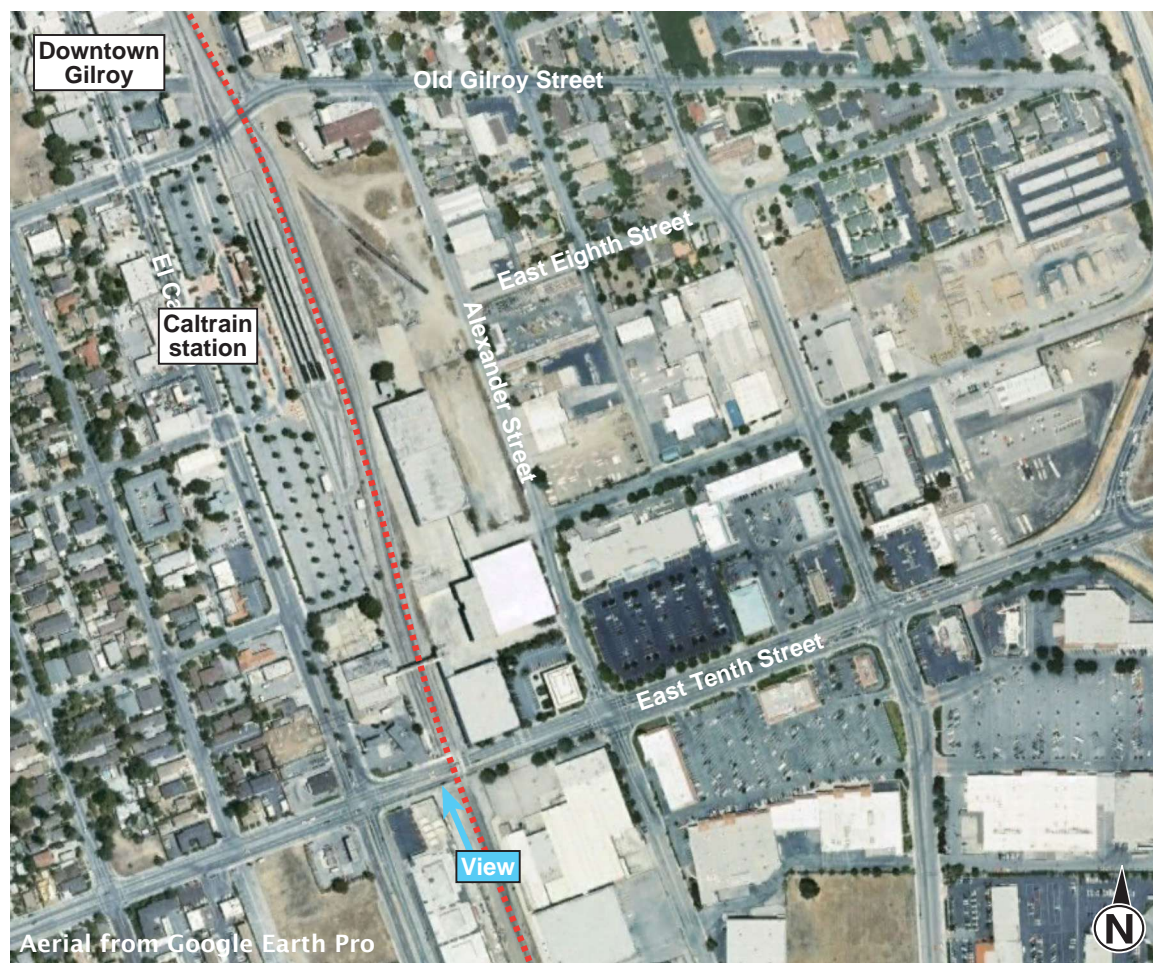


Looking south to the Bailey Avenue grade separation.

UPRR is to the right, parallel to the highway, behind the trees.

Right-of-way is approximately 60 feet wide.

BA-CV Program Alignment - At-grade within existing right-of-way



Looking north from the East Tenth Street grade crossing.

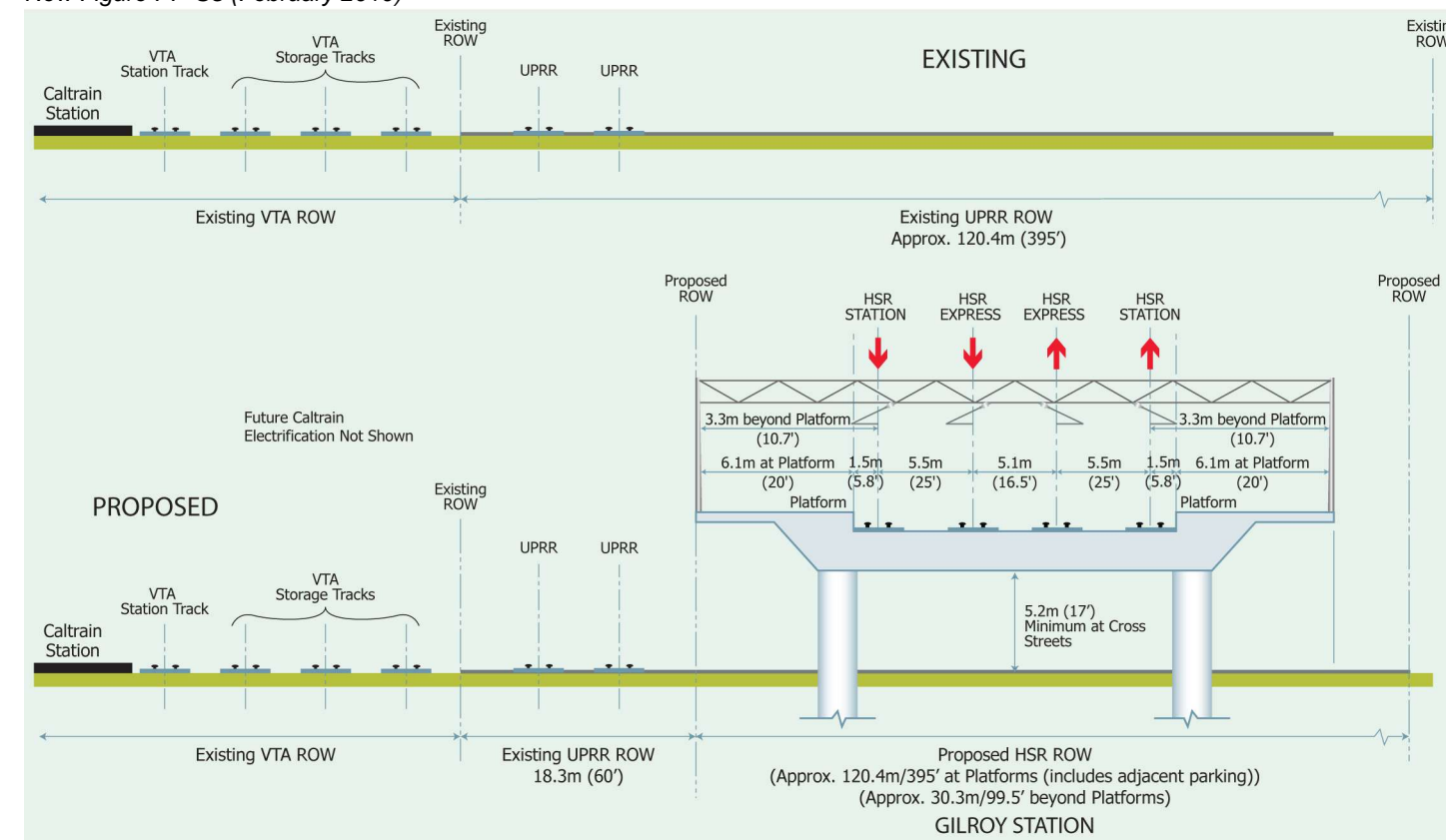
Existing industrial buildings to the east (right) in the foreground.

Right-of-way curves around Caltrain storage tracks

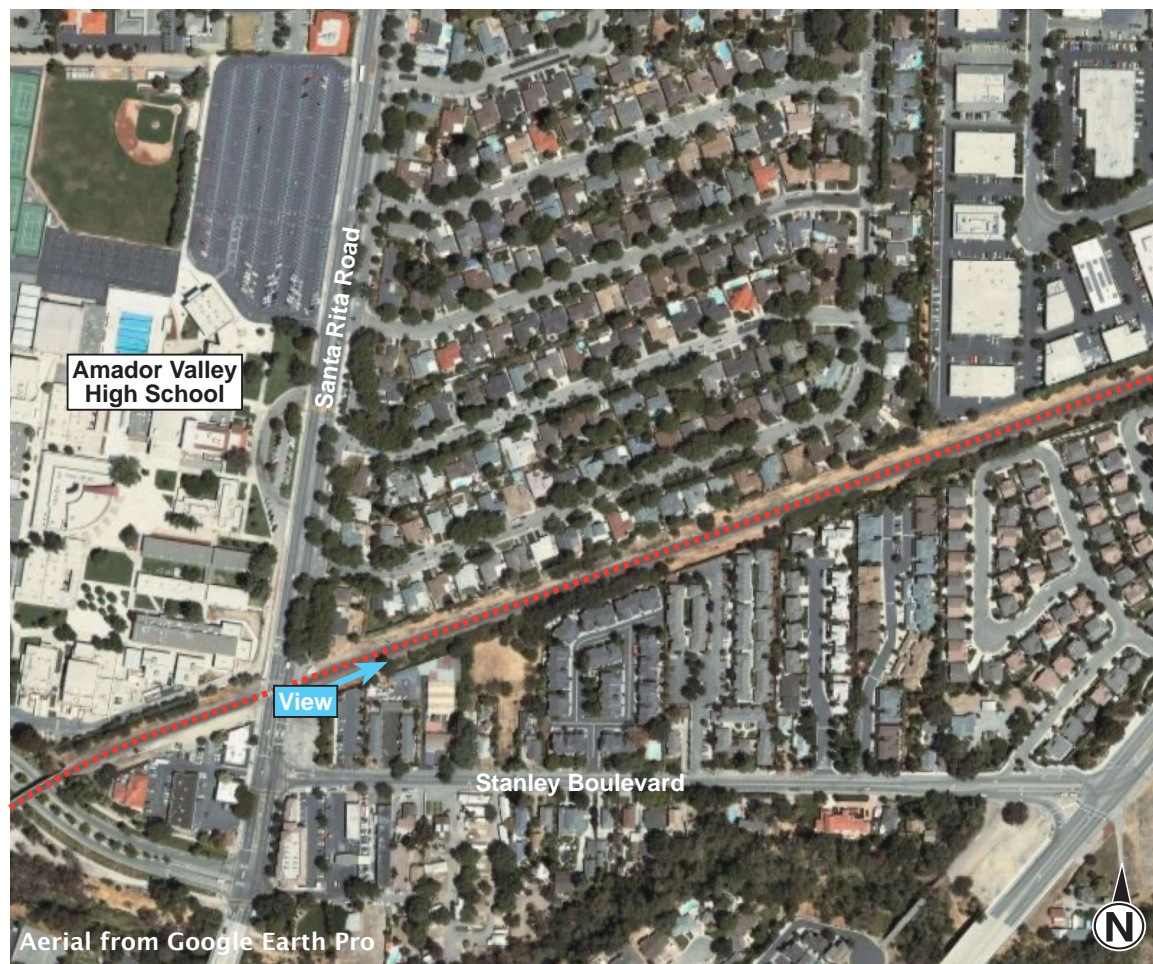
BA-CV Program Alignment - Aerial within existing right-of-way



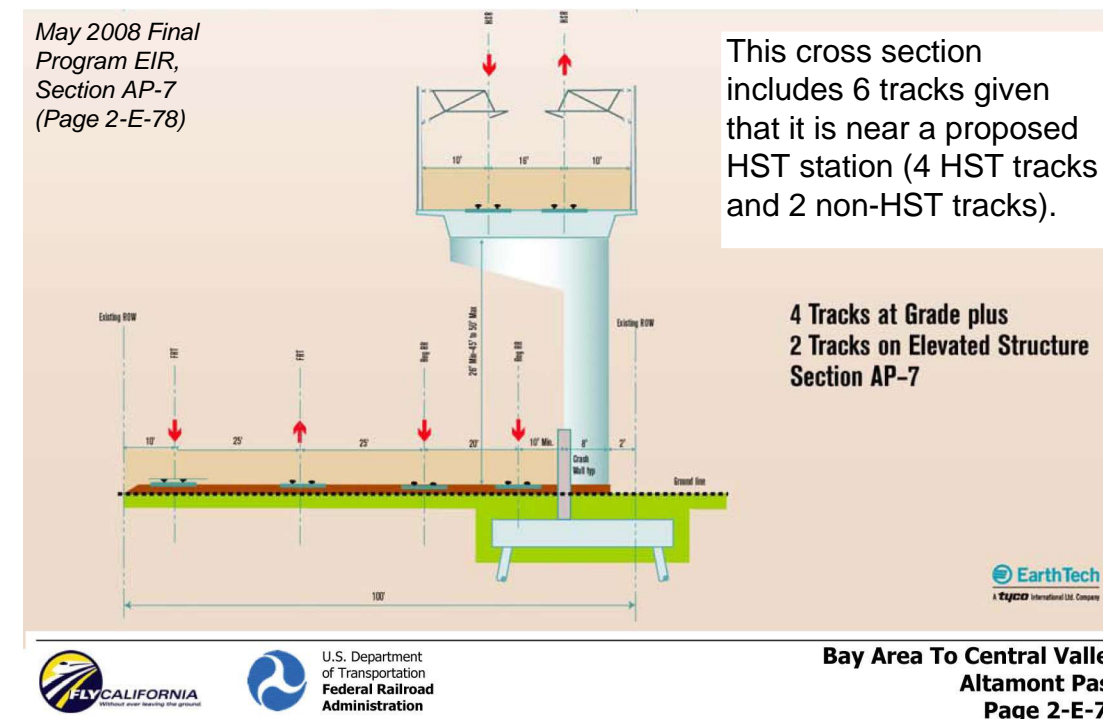
New Figure PP-S3 (February 2010)



San Jose to Los Banos
Pacheco Pass
Typical Intermediate Station on Aerial Structure
Figure PP-S3



Looking east from the Santa Rita Road grade crossing in Pleasanton.
 Residential development on each side of right-of-way.
 Right-of way is approximately 100 feet wide.
 BA-CV Program Alignment - Elevated in existing right-of-way





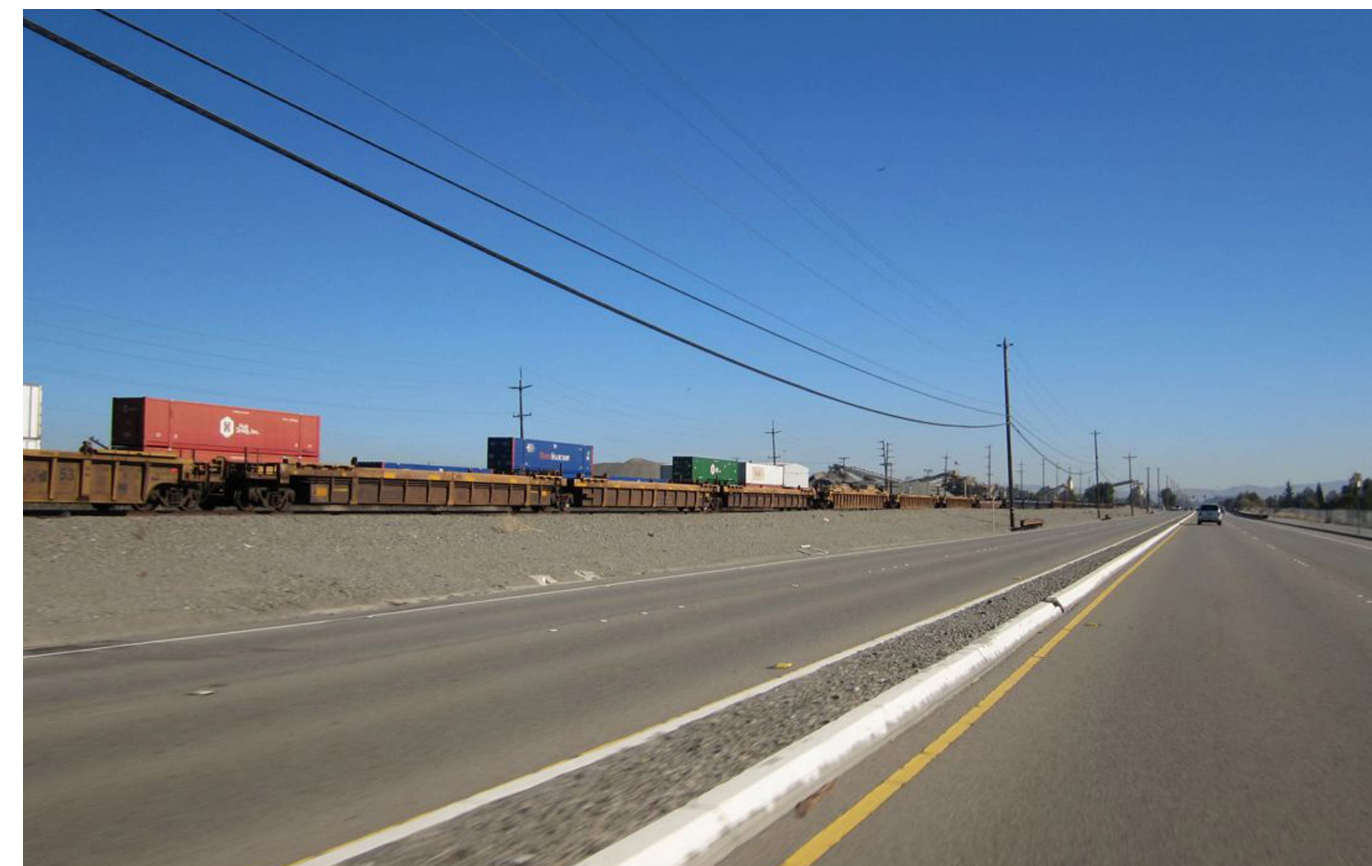
Looking east along Stanley Boulevard.

Quarries and gravel pits to north (left) of rail right-of-way.

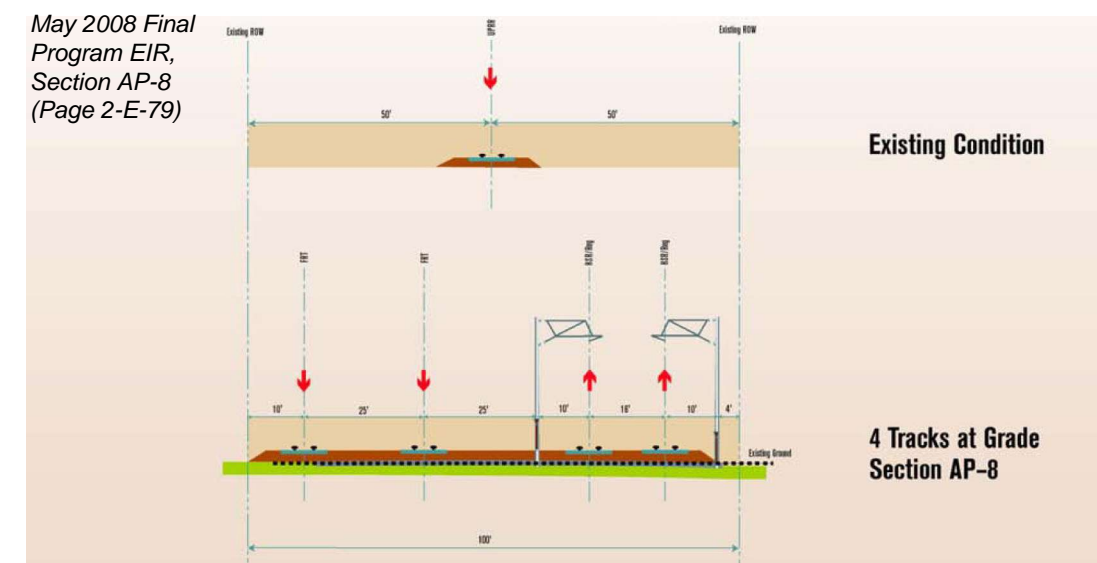
Railroad right-of way is approximately 200 feet wide.

Highway right-of-way is approximately 75 feet wide.

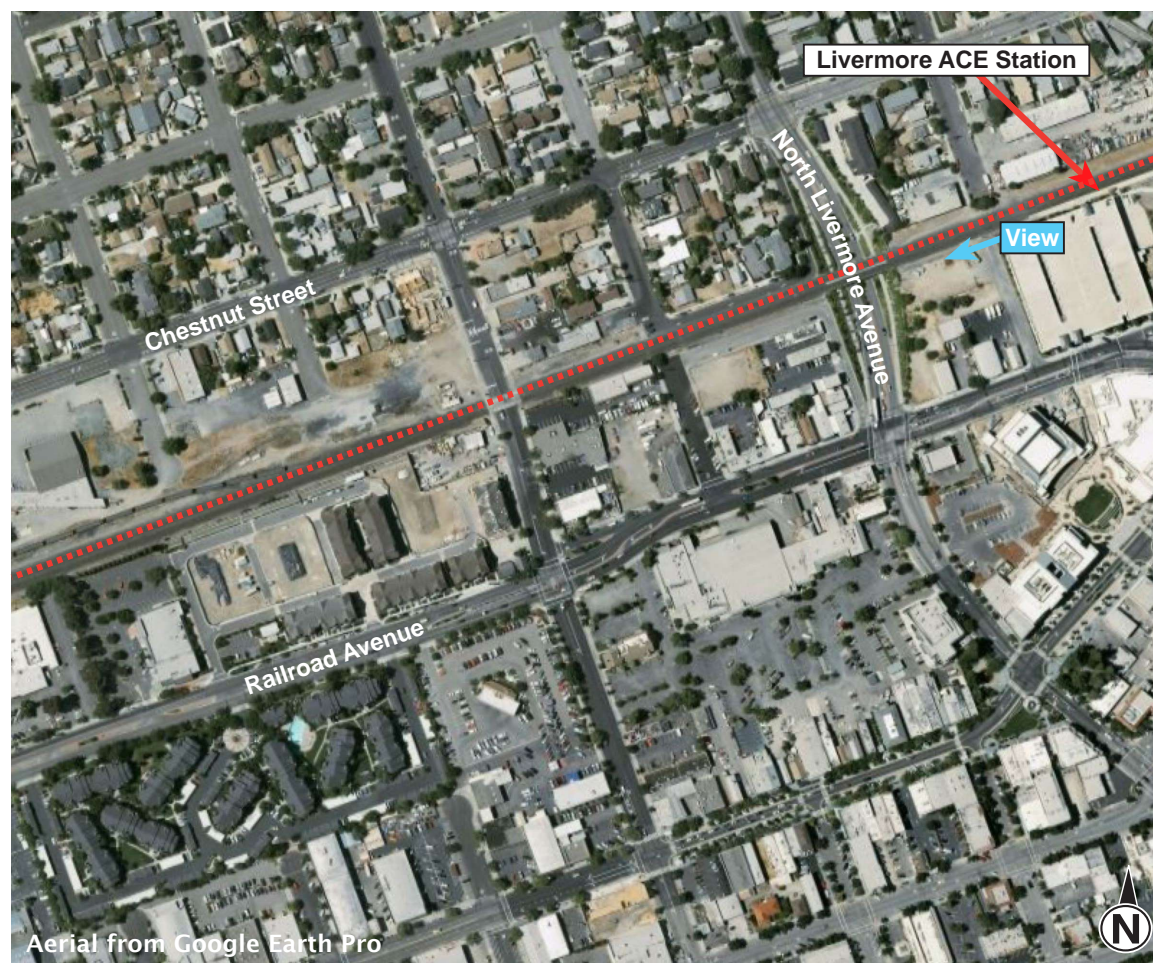
BA-CV Program Alignment - At grade in existing right-of-way



May 2008 Final
Program EIR,
Section AP-8
(Page 2-E-79)



Bay Area To Central Valley
Altamont Pass
Page 2-E-79



Looking west from the parking garage at the Livermore ACE station.

North Livermore Avenue undercrossing in foreground.

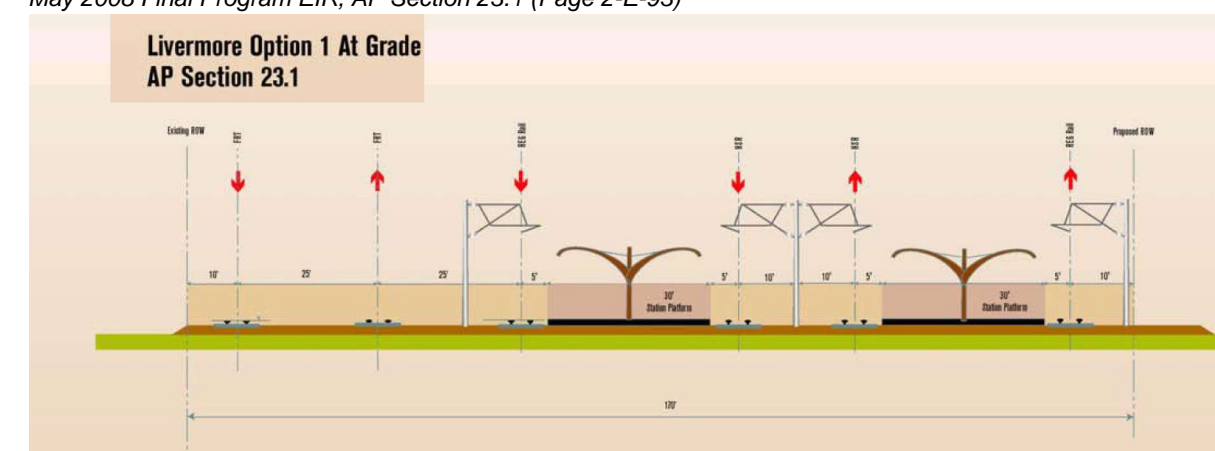
UPRR freight track to the north (right) in middleground.

Right-of way varies from approximately 60 to 90 feet wide.

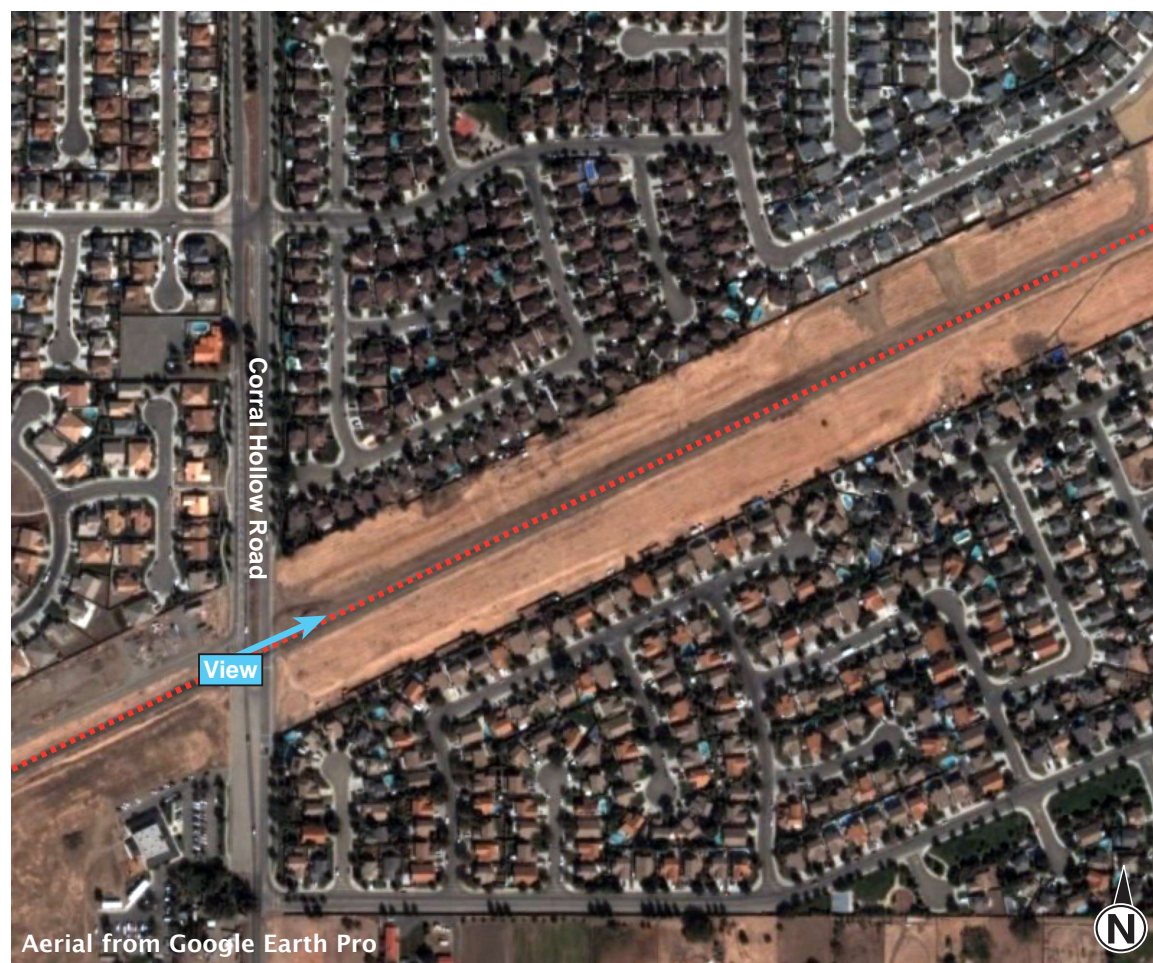
BA-CV Program Alignment - Two to four tracks at grade partially within existing right-of-way



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Bay Area To Central Valley
Altamont Pass
Page 2-E-93

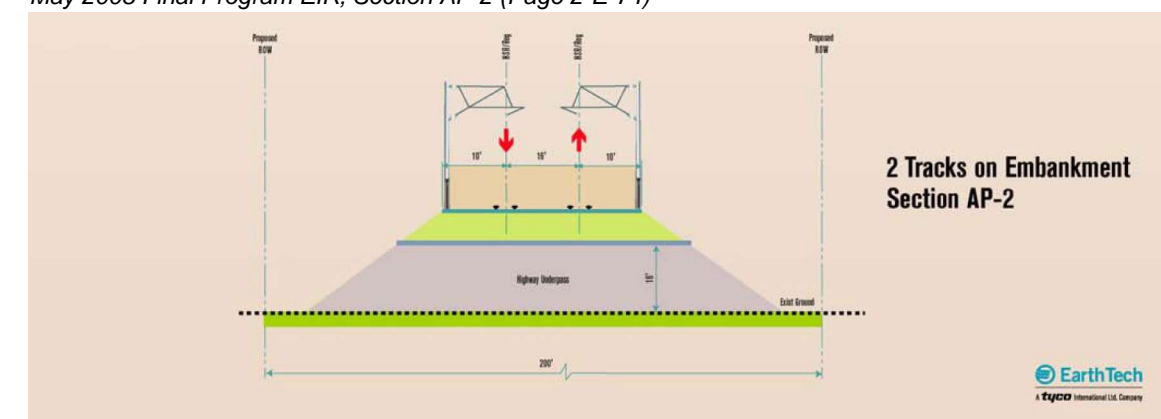


Looking east from the Corral Hollow Road grade crossing in Tracy.
 Residential development on each side of right-of-way.
 Right-of way is approximately 400 feet wide.
 BA-CV Program Alignment - On embankment in existing right-of-way

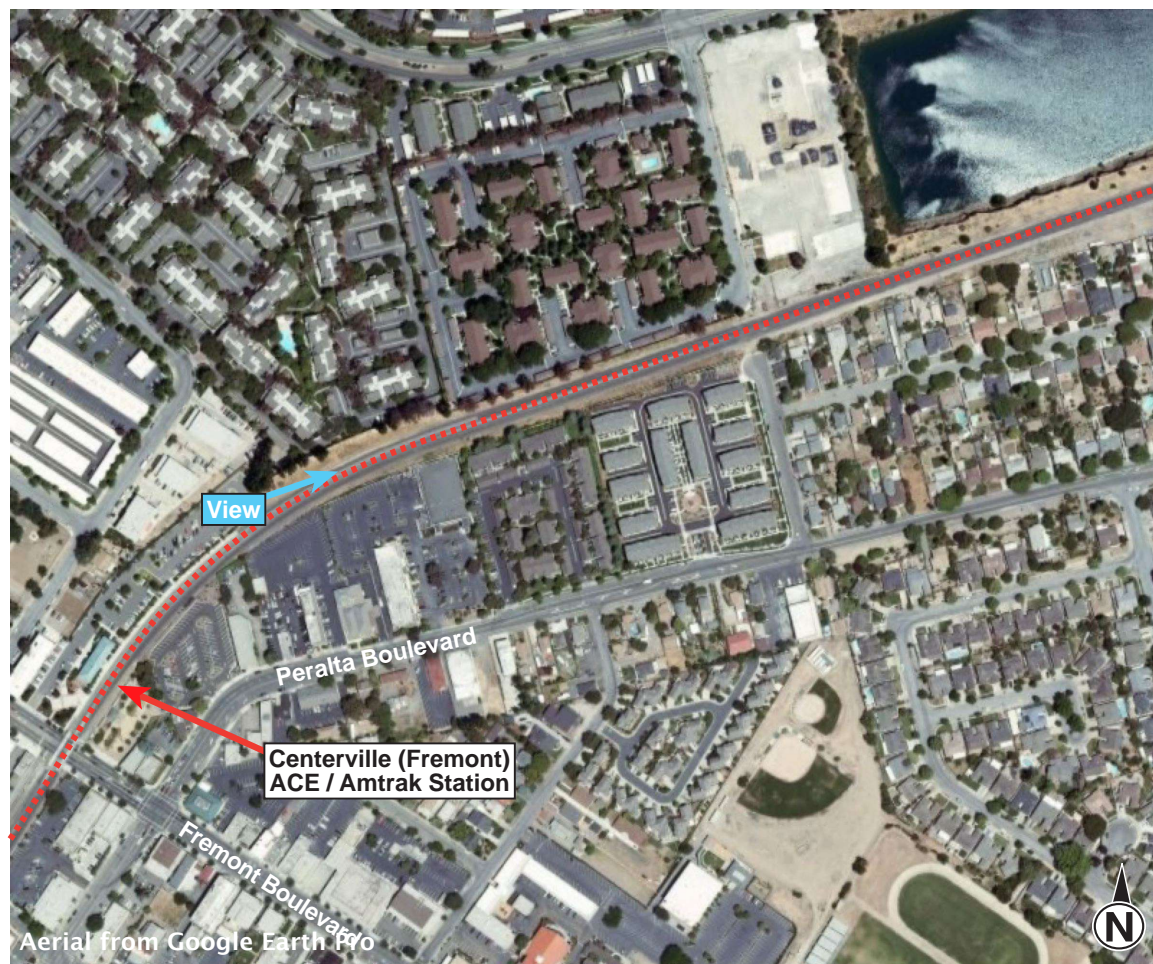


The cross section shown below shows that the HST would be elevated over the roadway pictured above.

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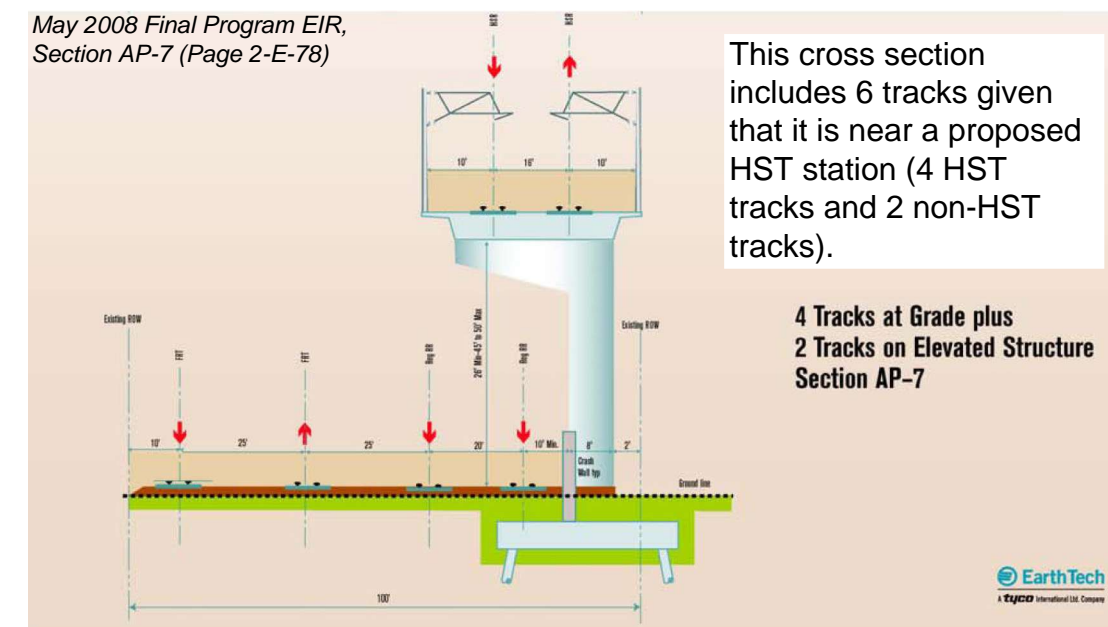
Bay Area To Central Valley
 Altamont Pass
 Page 2-E-74



Looking east from the Centerville (Fremont) ACE / Amtrak station.
 BART overcrossing and Niles Canyon in the distance.
 Residential development on each side of right-of-way.
 Right-of way is approximately 100 feet wide.
 BA-CV Program Alignment - Elevated in existing right-of-way



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 Section AP-7 (Page 2-E-78)



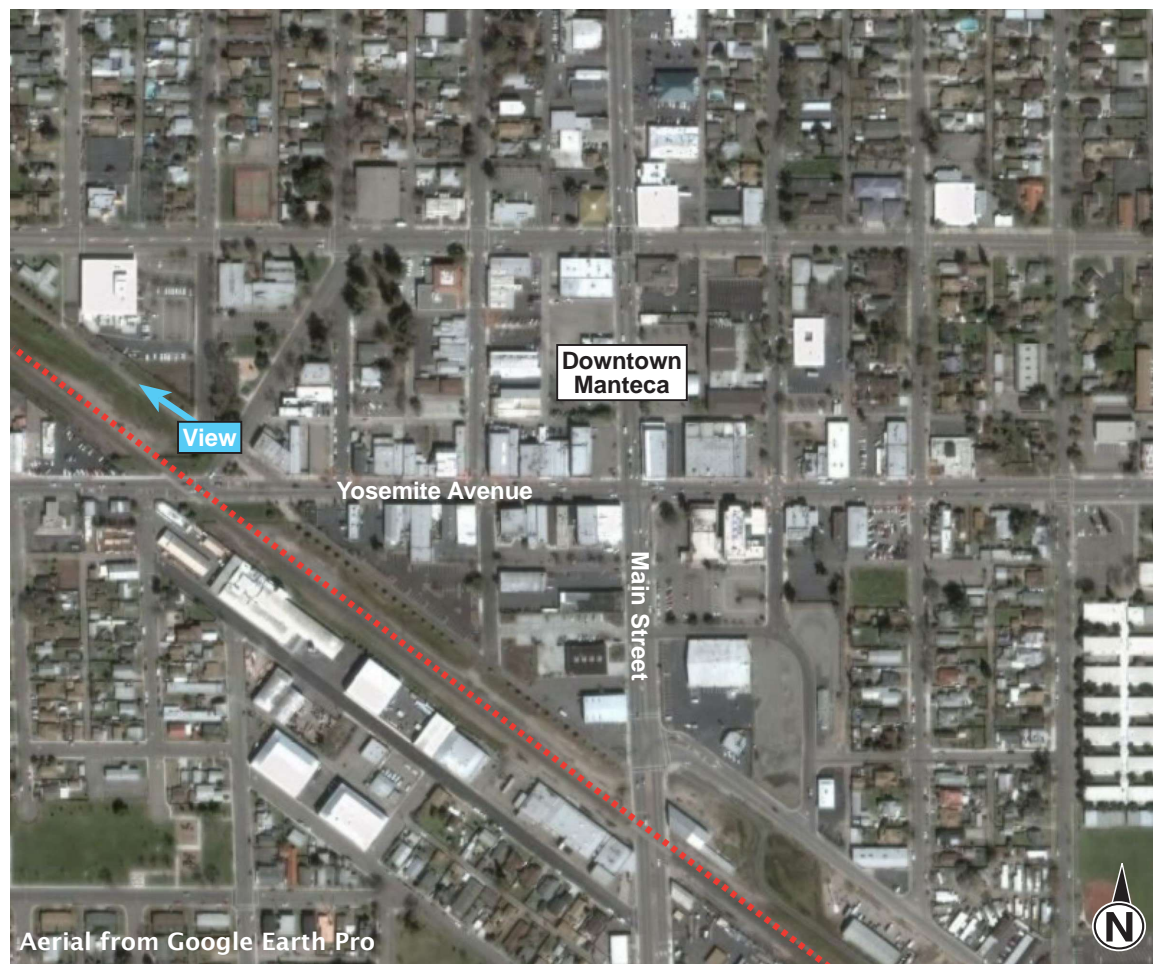
Bay Area To Central Valley
 Altamont Pass
 Page 2-E-78



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**Figure 3-2i
 Centerville Station**

Bay Area to Central Valley HST Revised Draft Program EIR Materials



Looking north along Tidewater Bikeway from Yosemite Avenue.
 Right-of way is approximately 160 to 180 feet wide.
 BA-CV Program Alignment - At grade in existing right-of-way



May 2008 Final Program EIR, Figure UP-4 (Page 2-E-128)

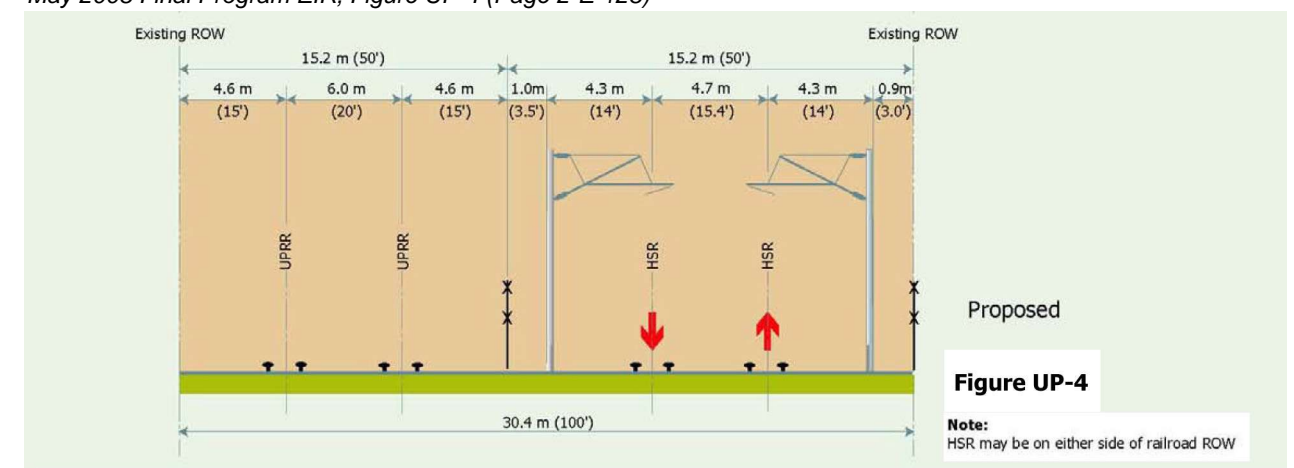


Figure UP-4

Note:
 HSR may be on either side of railroad ROW



Sacramento to Bakersfield
 UPRR Rail Line
 Typical At-Grade Mainline Section
 (Within Existing Railroad ROW)
 Page 2-E-128



Looking south on SR 99 in Ripon.

Acacia Avenue pedestrian overcrossing in foreground.

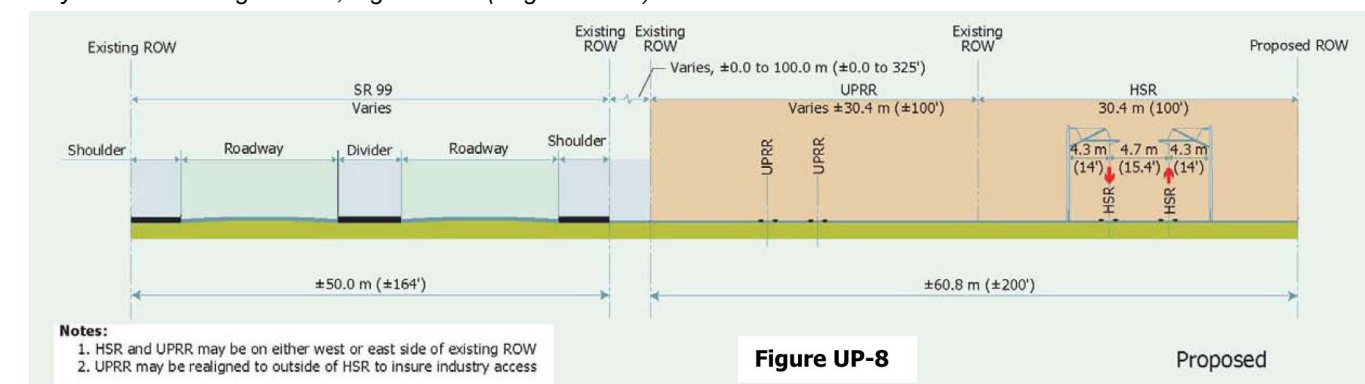
Railroad right-of-way to west (right) of freeway.

Right-of-way is approximately 100 feet wide.

BA-CV Program Alignment - At grade to the west of and outside the existing UPRR right-of-way



May 2008 Final Program EIR, Figure UP-8 (Page 2-E-132)



**Sacramento to Bakersfield
UPRR Rail Line
Typical At-Grade Mainline Section
(Adjacent to SR-99)
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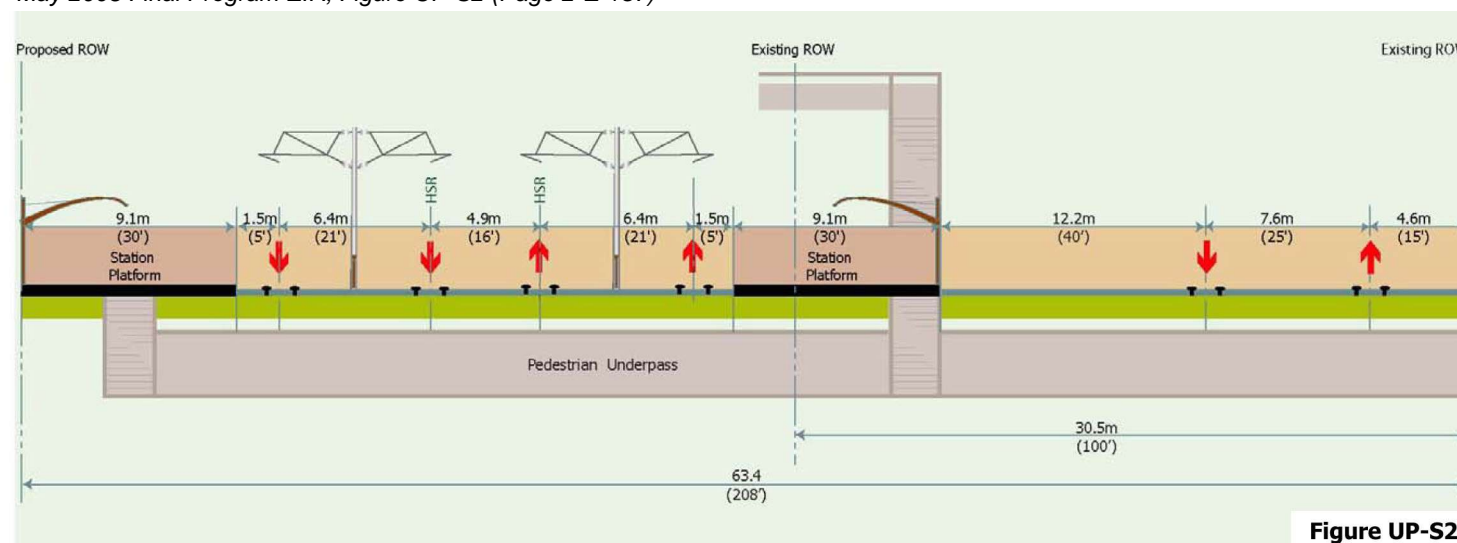


Figure UP-S2



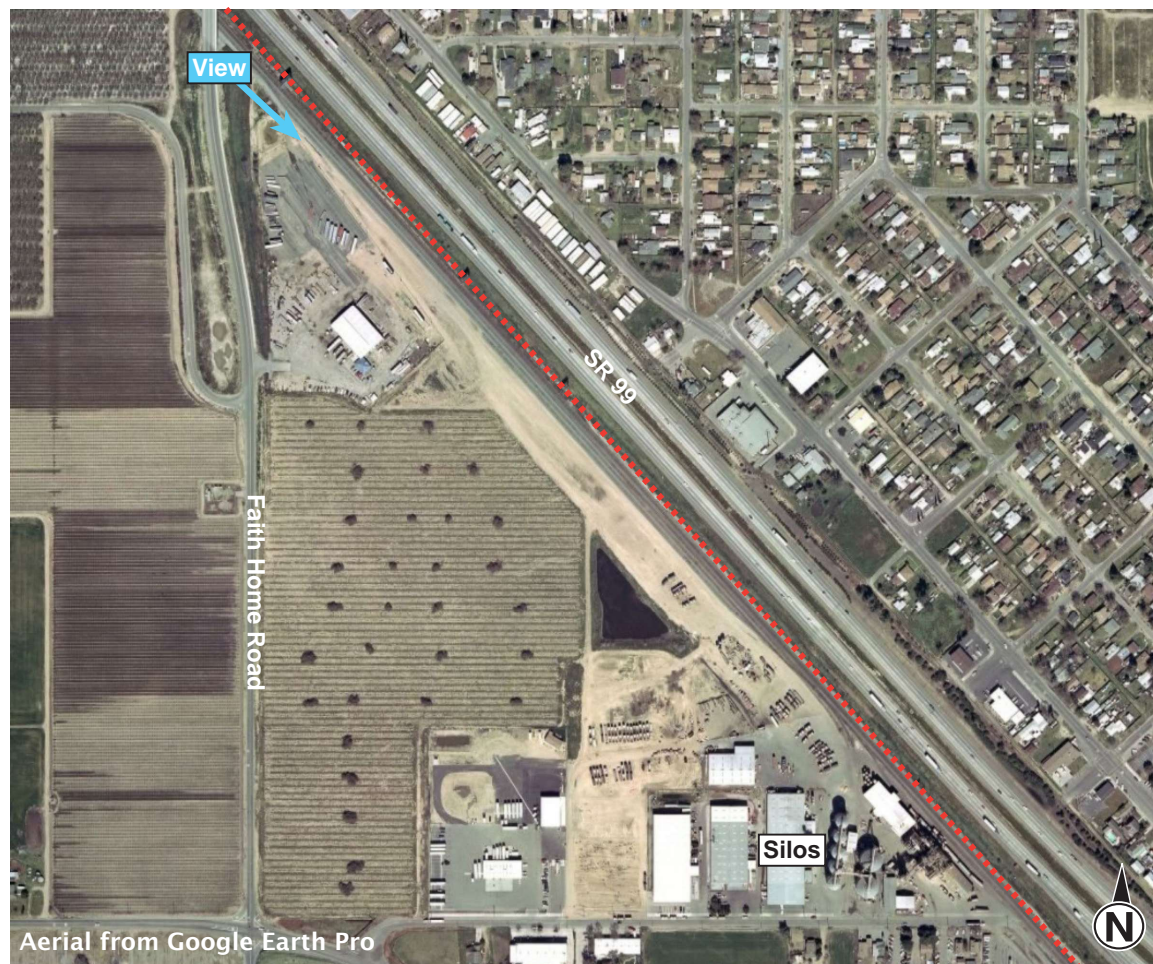
Sacramento to Bakersfield
UPRR Rail Line
Modesto At-Grade Station
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Figure 3-2I
Modesto

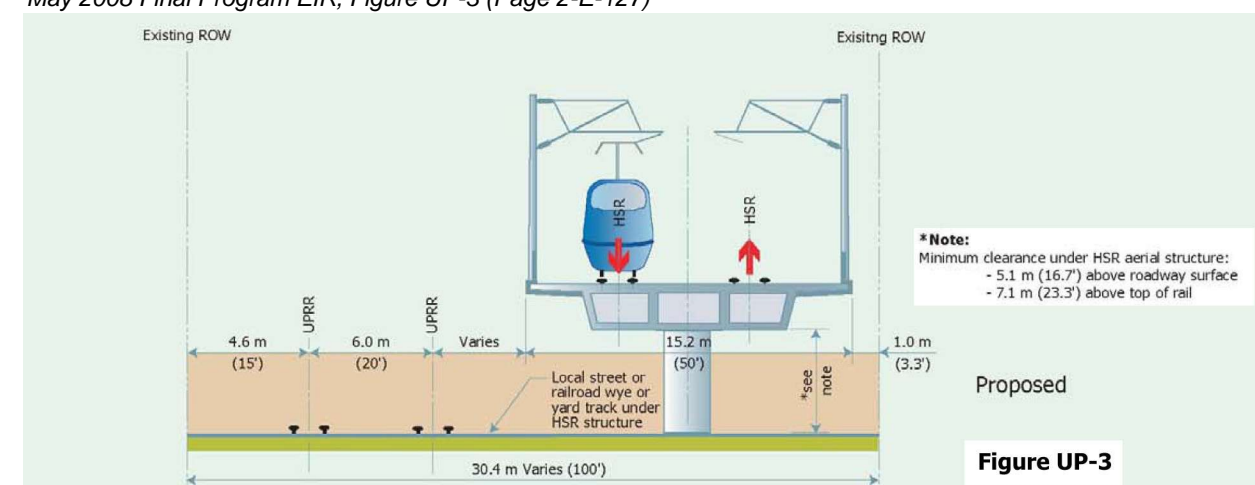
Bay Area to Central Valley HST Revised Draft Program EIR Materials



Looking south from the Faith Home Road overcrossing.
 L Street (SR 132) grade crossing in foreground.
 Right-of-way varies from approximately 100 to 200 feet wide.
 BA-CV Program Alignment - Aerial within existing right-of-way



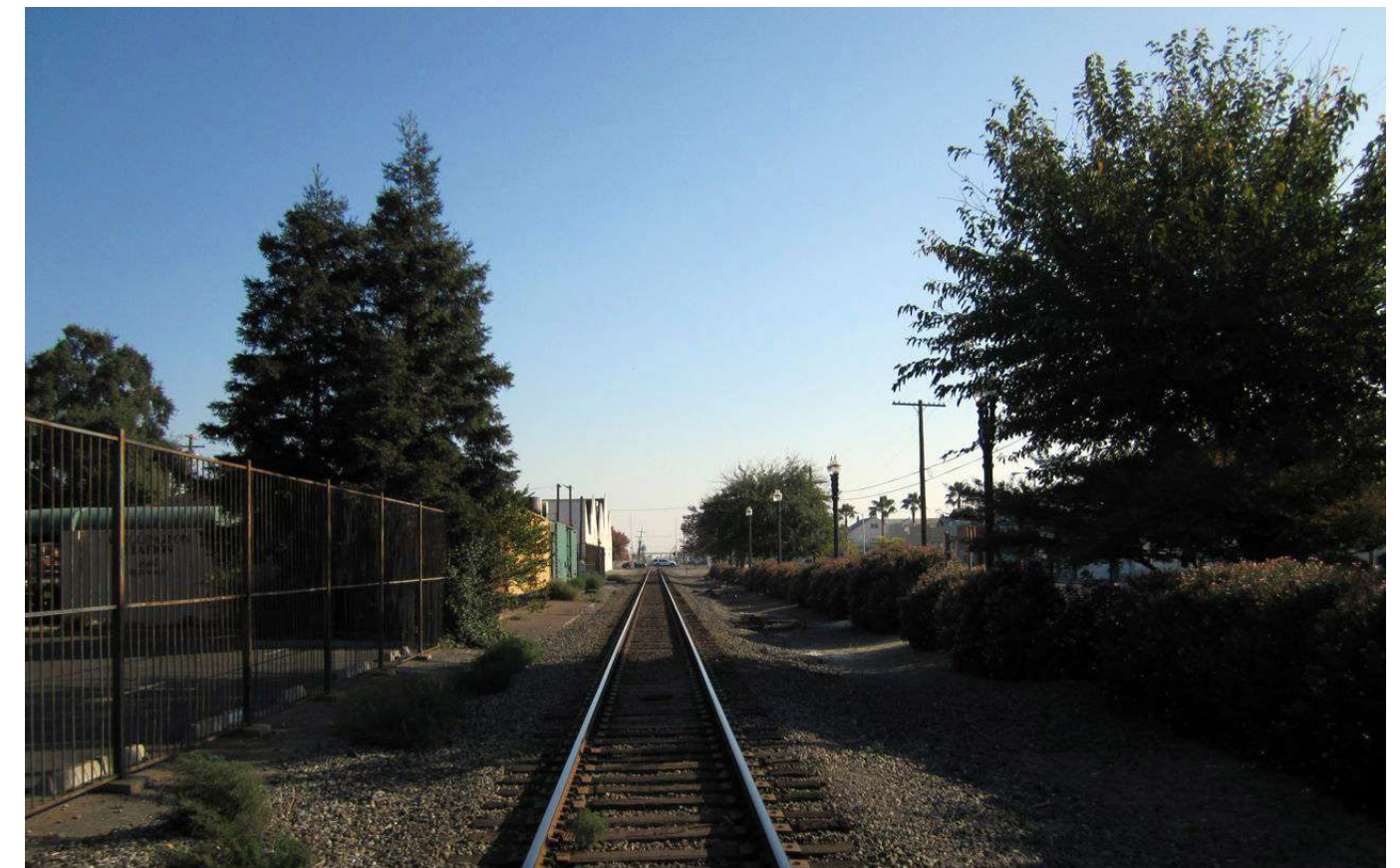
May 2008 Final Program EIR, Figure UP-3 (Page 2-E-127)



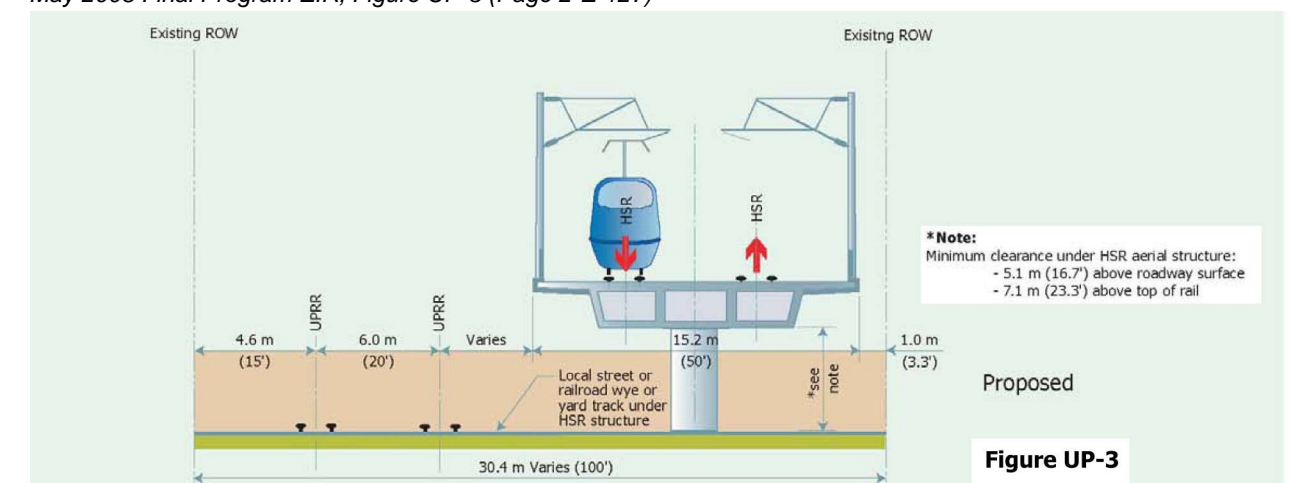
Sacramento to Bakersfield
 UPRR Rail Line
 Typical Aerial Mainline Section
 (Flyover Highway or Railroad)
 Page 2-E-127



Looking south from the West Main Street grade crossing.
 Former Southern Pacific station to the east (left) in the middleground.
 Right-of-way is approximately 50 feet wide.
 BA-CV Program Alignment - Aerial within existing right-of-way



May 2008 Final Program EIR, Figure UP-3 (Page 2-E-127)



**Sacramento to Bakersfield
 UPRR Rail Line
 Typical Aerial Mainline Section
 (Flyover Highway or Railroad)
 Page 2-E-127**



Looking north from the R Street grade crossing.

Right-of-way is approximately 95 feet wide.

BA-CV Program Alignment - At-grade adjacent to existing right-of-way



May 2008 Final Program EIR, Figure UP-S1 (Page 2-E-136)

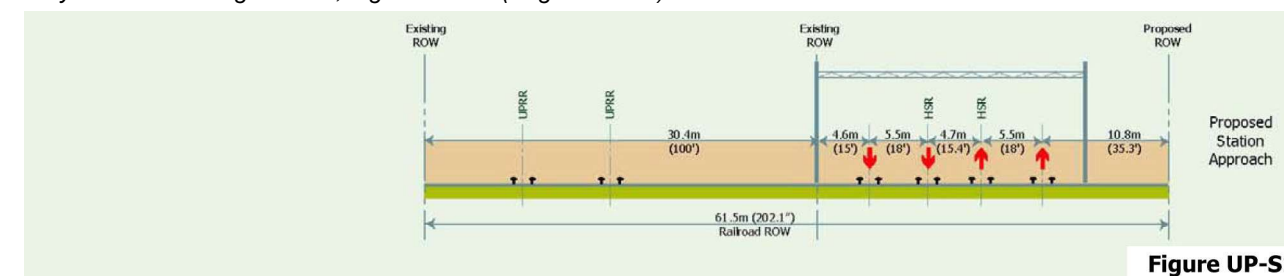


Figure UP-S1



**Sacramento to Bakersfield
UPRR Rail Line
4-Track At-Grade
Merced Downtown Station
Page 2-E-136**



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**Figure 3-20
Downtown Merced**

Bay Area to Central Valley HST Revised Draft Program EIR Materials